1-95

~~1268~~

SECTION NO. III

Previous references

File No. 199/9 of 1924-25 to 28-2

Later references

Serial Nos. 1-15

P-392E

RAILWAY SECRETARIAT

SUBJECT

Notification no. R.S. 1430 of 15-1-1929 appointing the Agent M.R.S., as Inspector for all tramways constructed & worked by the State.

WD 1110—GBPM—1,500 sheets—26-3-28.

1924

5676

General and Revenue Secretariat.

2N File No. 54 of 1924

Serial No

No. 1003/25 dated 13th May 1925, from the Govt Dewan, Mysore Irrigation works.

Forwarding for information a copy of letter dated 10th May 1925, from the Superintendent, Irrigation works tramways, reporting the details of the accident met with by the ferrowd train on the J. N. tramway at 5 P.M. on the 2nd May 1925.

DEWAN'S OFFICE.
RECD. ON 18. MAY 1925
Reg. No. 8653.

1) Subt. for remarks
SA 18/5

2) Subt to Hon'ble
Rev Dn
Dewan
UP 18/5

4) Subt fining the
warehouse by the agent M. Nanjy
UP 18/5

5) Fe
UP 22/5

6) Subt with draft letter to the Govt Dewan.
SA 23/5

7) Fa
Rev Dn
UP 23/5

8)
23/5

9) Fm
UP 25/5

8 To the Govt Director, Ind. Dt.
J.C. 8062 Dt 27.5.25

NOTE—Contn. Sheet

G.R.S. III-2]

WD 2119—GPB—10.0

General and Revenue Secretariat

D. W. File No. 54 of 1924

Serial No.

Enquiries, with reference to (1) if there is going to be an enquiry in the matter by the Agent, Mysore Railways and if so request him to kindly send a copy of his report.

Sd/- 'A'

No. 1215 dated 15th June 1925 from the Govt Director, Mysore Railways

With reference to the above communication asking whether there is going to be an enquiry by the Agent Mysore Rys. in regard to the accident that will by the firewood train on the 2nd May 1925 and requesting a copy of the proceedings taken up from the Iron Works Tramways, Opinions of the joint inquiry held by a Committee consisting of certain Rly officers.

(10) The Govt Director was asked to state whether there is going to be an enquiry in regard to the accident by the Agent, Mysore Rys. In reply to this, he has sent a copy of the proceedings of a joint enquiry held by a committee of certain Rly officers. It is understood that there is going to be no enquiry by the Agent in the matter.

(11) Submit with reference to the Dewans minutes in para 4 of the notes.

(12) For formal

Rly Secy

(13)

DEWAN'S OFFICE,
RECD. ON 22 JUN. 1925
Reg. No. 2417

NOTE—Contn. Sheet

Serial No

14) Is there no R^{y} act to the Iron Works are bound. If so the inquiry is not regular. The regular R^{y}. Works must be announced by act

7/7

8/7

15) The Rules under the Mysore Railway Regulation contained in part III of the Rules and Notifications under Enactments in force in Mysore do not show whether the provisions of the Regulations have been extended to the Iron works Tramways or not. The Iron works tramways were till recently under the management of the Mysore Ry. Dept. If approved, the Ry. Dept will be requested to furnish the information required by the Dewan.

16) May be v.o. Committee — Submit orders.

Sd 10/7

Rev Sec

16/7

17) Please write as ordered

As ordered

18/7

18) Send with a draft

15/7 18/7

19) 20.7.25

20/7

20) Issue

21.7.25.

NOTE—Contn. Sheet

Serial No. 10.

To Secy to Govt for Railways
I.e. 4 36 & 21. 7. 25

Requests him to intimate if the I. W. Tramways are subject to the Mysore Railway Regulation, and if so, to send a copy of the order or notification relating thereto.

(22) W.D. letter No. 16 dated 23rd July 1925, from the Asst. Secy for Railways, stating that the Iron works tramways are not subject to the Mysore Railway Regulation.

(23) Submit with reference to the orders of the Dewan in para 14 of the notes.

Rev Secy (Dewan)

(24) Not

(25) Put up Mys Ry Reg

(26) Submit with a copy of the Mysore Rys Regulation with amendments.

Rev Secy

Put up

DEWAN'S C
RECD 28 JUL 1925
Reg. No 929

Recd 11/8

REVENUE SECRETARY 11 AUG. 1925

Serial No.

27 Repn: Dewan's minute overleaf. The Rly Repn has not been approved by the Tram works Tramways under Act 12.

Dewan

28 Circ pleas

29/8

29 A copy — Rly. Regulation — already been passed in the —

29/8

30 Sub fa avoir —

Dewan

29/8/25

31 Rly reply asked with speech if any bye-law in Reg. under Act 12. Tramways

32 To Rly Secy with compliments. —

DEWAN'S OFFICE
REGD. ON 17 AUG. 1925
Reg. No. 1492

DEWAN'S OFFICE
REGD. ON 31 AUG. 1925
Reg. No. 1994

Flag. V.

NOTE—Contn. Sheet

WD 986—GBPM—5,000—10-4-24

Serial No.

[illegible] reports in [illegible] received from the Government [illegible] ment, these railways, were submitted to the [illegible] vice flags U_1 and U_2 in File no.18 [illegible]

As per para 2 of letter [illegible] .234 dated [illegible] /20 [illegible] August 1918 [illegible] Kay, the [illegible] Tramway was [illegible] and opened for traffic [illegible] years [illegible] by the latter [illegible] There are [illegible] to [illegible] is [illegible] [illegible] 125-6 and 130-31 [illegible] 6th and 11th July [illegible] [illegible] ~~widely~~.

[illegible] to the [illegible] Tramways [illegible] 1906, [illegible] para 3 of letter [illegible] .2250 [illegible] March 1918 to the [illegible] Agency.

[illegible] to [illegible] previous [illegible] on [illegible] per [illegible] .10153 dated 7-12-1919 [illegible] 7-7-1917 from the [illegible] Rys., [illegible] ly [illegible]

[illegible] 27 of the [illegible] 1-112 [illegible]

Serial No.

[illegible] s. [illegible] and [illegible] -13-2 and [illegible]
[illegible] -1 -1 [illegible] with [illegible] July 1913 res-
[illegible].

[illegible] For [illegible] tion.

[illegible])

There has been some misunderstanding about this case. The accident that has led to the correspondence did not take place on the Iron Works Tramways but on the T. N. T. which has been opened for the public carriage of passengers and goods under the Tramways Regulation. The train was an Iron Works train working under "running powers". As the accident took place within the jurisdiction of the Ry. Department a joint enquiry was held in ordinary course.

The Iron Works Tramways, constructed under the Tramways Regulation, are not open for any sort of public traffic and no rules that concern the safety of passengers need apply to them except so far as they concern the general safety of the tramway servants and the general public.

The Railway Rules for reporting and investigating accidents are more elaborate

WD 986—GBPM—5,000—10-4-24

Railway Secretariat | File No. of 192 .

Serial No.

12743

and construction than are required on an industrial tramway. If approved the Rev Govt will be asked to say which of the rules should be deleted and which of them may be made applicable to the tramways under their administration.

Cdr 9/9

Secretary Rev. Department.

Subd for formal orders — (Refer Para 31 above) —

Rev Sn 7

Dewan)

WD 11/9/25

h 12.9.25

2 copies 4/3 9

To Reading with compliments.

14 9.25

Rev. Sn

WD 12/9

WD 14/9

Draft to the Govt. Director & Secretary, Board of Management, is put up for approval.

21/9

21.9.25

Issued vide no 635 of 29-9-25

N.O. no 348 of 10/9/25 — Emols list put up in the file

INDUSTRIES & COMMERCE BRANCH.

RAILWAY SECRETARIAT

no 34

16/9

CW. N'S. OFFICE. REGD. ON 12 SEP 1925 No. 2378

Serial No.

P. & A.

Letter No. B. 782/28 dated 2nd August 192 from the Secretary, Board of Management, the Mysore Iron Works, forwarding a copy of the rules for reporting and investigating accidents that occur in the course of working the Iron Works Tramways.

It is stated that these rules are framed on the lines of those approved by Govt. under the Mysore Tramways Regulations for the Workington Company's Tramways in Shimoga.

The extract of the Board's resolution approving & recommending the Rules for adoption is also sent for information.

Seen: for orders with reference to the Board's minutes dated 13.9.25 on the previous page.

P.T.O.

NOTE—Contn. sheet.

Ry. F 4]

Railway Secretariat. | File No. of 192

Serial No.

The Iron Works Tramways have been constructed to be worked under Tramways Regulation No.II of 1906 (vide para 3 of letter No.2850 dated 22nd March 1918 to the Residency).

As Government desired that under Section 127 of the Mysore Railways Regulation, the Rules for reporting and investigating on Railways should be made applicable to the Tramways, under the Iron Works Board's Administration, the Government Director and Secretary, Board of Management, the Mysore Iron Works who was thereupon addressed in September 1925 to intimate as to which of the accident rules should be deleted and which of them may be made applicable to the Iron Works Tramways, now forwards a copy of the rules framed on the lines of those approved by Government under the Mysore Tramways Regulation for the Workington Company's Tramways in Shimoga.

It is also stated that these rules were considered by the Board of Management at the Meeting held on 20th April 1928 and were approved and recommended by them for adoption.

These rules have to be now approved by Government and all accidents occurring on the Iron Works Tramways have also to be reported to the Inspector

NOTE—Contn. Sheet.

WD 365—GPB—8,000—7-9-28

Railway Secretariat. | File No. of 192 .

Serial No.

appointed for the Tramways.

As it happens para 2 of Government Order No. R.3.2252-2282/Ry.F.2529.16-17 dated 26th January 1917, appointing for the time being the Agent, Mysore Railways, as the Inspector for Tramways, applies only to those constructed and worked by local bodies. The word "Local bodies" appearing in this Order has to be now altered with the approval of Government to "Private bodies or Government, except Mysore Railways", so that it may apply even in the case of Iron Works Tramways, to enable them to advise the Agent, Mysore Railways, by telegraph, the accidents that occur in the course of working the Iron Works Tramways.

3397/26/9

Secretary for Railways,
Government of Mysore.
25th September 1928.

D no: 228
25/9/28

Third Member)

The Ironworks Tramways were constructed to be worked under the Tramways Rules. It is thus difficult in dealing with accidents on these tramways under RP No. 125-126 of 8.7.1926, the Agent, Railways being notified as Inspector for these tramways.

NOTE—Contn. Sheet.

WD 365—GPB—8,000—7-9-28

2243 328
P.

Railway Secretariat. | File No. of 192 .

Serial No.

Slip 2

Railway Notification [illegible] 1916 [illegible] to accident occurring on the [illegible] "[illegible] the tramway" the difficulty should disappear.

Submitted with reference to Third [illegible] [illegible] on previous page.

Secretary for Railways, Government of India.

Third Member.

Law Secy

Paper accompanying the Kurdi put up

6/11/28

Strange notification indeed

Third Member

20/11/28

Notwithstanding the rept of the Law Secy. I doubt whether this rept will cover the Trambway Tramway

22/11/28

Law Secy with Compliments

23/11/28

26/11

In my opinion the Draft Covers the Iron works, Tramway since the Tramway is worked by the State.

31/12

Sect, R.T. with Compts.

Note—Contn. Sheets

WD 365—GPB—8,000—7-9-29

Ry. F 4]

Railway Secretariat. File No. of 192

D. no. 228
31.3.1.29

7005
4/1

Serial No.

III rd Member.

Draft.
3/1/29.

Chairman (Railways)
with compliments remarking any by
7.1.29

I think the draft note may be
approved

Third Member)

7148
9/1

Issue
draft
10/1/29

9.1.29

Submitted: with ~~[illegible]~~ for favour of signature
14/1

Draft
14/1/29.

Issued vide Note: No. R.S. 1430 of 15-1-29

NOTE—Contn. Sheet.

WD 365—GPB—3,000—7-9-28

46252

THE MYSORE IRON WORKS

Telegraphic Address:
"MYSIRON," BHADRAVATI
(MYSORE RYS.)
Codes:
BENTLEYS
Western Union Five Letter
A.B.C. 5th Edition

Bhadravati, P.O.
(Shimoga Dist.) India

25676

Ref. No. D.1003/25.

13th May 1925.

GEN. & REV. SECTT.
14 MAY 1925
INDUSTRIES & COMMERCE BRANCH

14 MAY 1925
G. D. SECTT.

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Revenue Department, Bangalore.

J. W. 54-24-7

Dear Sir,

I enclose herewith for your information a copy of letter No. L.14 (b)/23 dated the 10th instant from the Superintendent, Iron Works Tramways, reporting the details of the accident met with by our firewood train on the T.N. Tramway at 5 P.M. on the 2nd May 1925.

Yours faithfully,

C Ramaganatha Rao Sahib

Government Director & Secretary,
Board of Management.

MRD 1315

Superintendent's office,

Mysore Iron Works Tramways Open Lin

Bhadravati, 10th M a y 1925.

To

The Government Director,

Mysore Iron Works,

BHADRAVATI.

Dear Sir,

RE. ACCIDENT TO FIREWOOD TRAIN NO. 90 DOWN AT MILE 24

ON

TARIKERE NARASIMHARAJAPURA TRAMWAY

ON 2nd M A Y 1925.

--oOOo--

1. In continuation of the accident message of Station Master, Agasanhadlu, I beg to report that our firewood trai working between Narasimharajapura and Agasanhadlu on the Tarikere-Narasimharajapura Tramway, met with a serious accident, at mile 24, on the evening of the 2nd instant.

2. NATURE OF THE ACCIDENT-

On the 2nd May 1925, the firewood train No. 90 DOWN which was loaded with firewood at mile 25, left the loading spot at 17-5 hours. The composition of the train was as follows:-

American Engine No. D 6.
Low sided truck No. 796.
Timber truck No. 19
Low sided truck No. 809 & 819
Timber truck Nos 20, 777, 775 & 727.
--do-------- brake No. 766.

While just passing the curve at mile 24/1, the Engine capsized; the Driver who was standing driving on the side on which the Engine capsized, sustained very serious injuries; the fireman who was on the other side was also injured seriously. The Guard was thrown out of the Brake Van and had very slight bruises. After the Engine capsized, the trucks of the train travelled nearly 300 feet when four of them derailed.

The Sub Assistant Surgeon, Narasimharajapura who happened to be walking along the road close by proceeded voluntarily to the spot and rendered medical aid to the injured Engine crew. He had them conveyed to Agasanhadlu where a train was about to start to Bhadravati. Arrangements were made for the injured to be brought to Bhadravati by this train, attended to by the Sub-Assistant Surgeon, Narasimharajapura. The train carrying the injured arrived Bhadravati at about 22 hours. Immediately on their arrival, the Driver and the Fireman were taken to the Works Hospital where the Assistant Surgeon and Sub Assistant Surgeon, Tramways were ready and treated them further. The Driver, however, succumbed to his injuries at about 23-30 hours in the hospital. The fireman is showing signs of improvement and his case is not considered serious. A report from the Assistant Surgeon on the injuries to the Driver and Fireman is submitted herewith.

After necessary medical aid to the staff, I started with a relief train at 4 A M to the scene of accident. The obstruction was cleared at 13 hours and line restored for traffic without any extra detention or dislocation to the service on Tarikere Narasimharajapura Tramway.

There has been only very slight damage to permanent Way, about 20 sleepers having been cut. With regard to trucks, there has been no damage other than breaking of two buffers. The major damages to the engine noticeable so far are:-

(i) The tender tank is badly damaged.

(ii) The tender underframes (bar frames) are broken.

(iii) One side tank is damaged.

There does not seem to be any damage to the boilersand cylinders. A report about the damage to the Engine will be

sent

sent after fullexamination in the shed.

3. The site of the accident-

As already stated, the accident occurred at the beginning of a curve which was in an UP-gradient of 1 in 70 against the train. Preceding the curve in thedirection of a train approaching from Narasimharajapura, there is a down gradient for 300 yards. A sketch illustrating the site and accident is enclosed herein.

4. The cause of the accident-

The accident is due to the excessive speed of the train combined with the very sudden application of the steam brake by the Driver while the train was about to enter the curve. That there has been excessive speed is proved by the statement of the Guard, recorded by me during the enquiry and more so by the fact that 8 trucks of firewood fully loaded and with the brakes of the brake van on ran a distance of nearly 300 feet, in an Up grade after the engine capsized. The accident was thus due to the Driver losing control of the loaded train.

Yours faithfully,

SUPERINTENDENT,

IRON WORKS TRAMWAYS

OPEN LINES.

STATEMENT OF B. VENKAPPIAH, GUARD.

--

I was the guard of No. 90 DOWN on the 2nd instant, working between Agasanhadlu and Narasimharajapura. On the day, the train was loaded at the 25th mile. I left the loading spot at 17-5 hours. The composition of the train was Engine, 8 firewood loads and one timber truck brake van.

While entering the curve at mile 24, at about 17-15 hours, I noticed the train was going very fast. I had been applying brakes for some distance before. I was suddenly thrown from the train by a very violent jerk; when I got up and saw, I noticed the Engine had capsized and trucks derailed. I ran to the Engine and saw the Driver and Firemen lying a little distance from the Engine with injuries.

In the meanwhile, the Doctor of Narasimharajapura who was going walking on the road rendered medical aid to the injured. I saw the coolies and others and none else were hurt. I had only slight injuries. After sending the necessary message, I remained on the spot protecting the train.

On the date the driver and myself were on duty working the train from 14-10 hours.

The accident was, I think, due to excessive speed.

The injured were brought to Agasanhadlu and sent from there by 5 UP which was ready to Bhadravati for medical aid.

(Sd) B. Venkappiah,
Guard.

EXTRACT FROM ACCIDENT REGISTER OF MYSORE IRON WORKS DISPENSARY.

--

NAME - Mohamed Yusuf.

OCCUPATION Fireman, ~~Tramways~~, Mysore Iron Works Tramways.

AGE. - 26 years.

CASTE - Mohamedan

DATE OF ADMISSION 2nd May 1925.

TIME OF ADMISSION 11 P M.

HISTORY-

The patient was brought to the Dispensary from Agasanhadly escorted by the Sub Assistant Surgeon of Narasimharajapura, with a history that, due to a Railway accident at 5 P M the patient sustained multiple injuries for which complaint, he was admitte

EXAMINATION-

The patient was in a state of excitement and a great bodily suffering. He was fully conscious and was able to speak well.

PULSE-

Eighty per minute. Full and bounding.

RESPIRATIONS-

24 per minute.

INJURIES-

There is a confused wound about the middle of the Volar surface of the left forearm. It runs obliquely measuring about 2 inches in length, and half an inch broad, tapering at both ends A muscle belly is seen to protrude ~~to~~ through the wound. One inch lateral to that wound, there is another incised wound about ¾ of an inch long. Skin deep. There are some superficial bruises in the neighbouring region of the said wound.

There is an incised wound running antero-posteriorly, parallel to the sagittal suture on the left perietal region measuring one and half inches long, 1/8 inch broad & 1/8 inch deep. There are multiple bruises all over the region of the back. The cutanous tissue in the region of these bruises being slightly oedematous, looks brawny and warm to the touch. There is a deep contusion at the base of the sacrum, pertaining

ertaining more to the left side. There is a uniform brawny welling which is warm to the touch and tender on palpation.

The patient experiences great difficulties on movement f the lower ~~lm~~ limbs and he could not attemp any active movement.

There is an abrasion at the left malar region.

There are several superficial abrasions on the medial aspect of the right arm and fore arm.

There are multiple ~~bruse~~ bruises on the left shoulder.

L. Ramakrishna

Assistant Surgeon.

No. I.C. 8062/I. W. 54-24-8

G. R. S. 27]

GENERAL AND REVENUE SECRETARIAT.

(*Continuation sheet draft form.*)

Date of issue 27/5/25
Signed by Mr. V. V. Acharya.

To

The Gov-Director, Mysore Ironworks

Sir,

With reference to your letter No. 1008/25 dated 13th May 1925 forwarding the report of the Supdt. Ironworks tramways, regarding the accident met with by the firewood train on the I. N. tramway on the 2nd ins. 1925, I am directed to enquire whether there is going to be an enquiry in the matter by the Agent, Mysore Rys and if so, a copy of his report may be kindly sent for the information of Govt.

Thanks
Rev Secy

27/5
27/5

GPB—20,000—7-7-14

THE MYSORE IRON WORKS

Telegraphic Address:
"MYSIRON," BHADRAVATI
(MYSORE RYS.)
Codes:
BENTLEYS
Western Union Five Letter
A. B. C. 5th Edition

50307

Ref. No. D. 1215/25.

Bhadravati P.O.
(Shimoga Dist.) India

15th June 1925.

GEN. & REV. SECRETARIAT
16 JUN 1925
INDUSTRIES & COMMERCE BRANCH.

GEN. & REV. SECTION.
16. JUN. 1925
G. D. SECTION.

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Revenue Department, Bangalore.

Dear Sir,

With reference to your letter No. I.C.8062/I.W.54-24-8 dated the 27th May 1925, enquiring whether there is going to be an enquiry by the Agent Mysore Railways in regard to the accident met with by the firewood train on the 2nd May, I enclose herewith a copy of the proceedings received from the Superintendent, Iron Works Tramways, Open Lines, of the joint enquiry held by a Committee consisting of certain Railway Officers.

Yours faithfully,

C. Ranganatha Rao Sahib
Government Director & Secretary,
Board of Management.

VRR.

15/6.

1(a)

JOINT ENQUIRY HELD ON THE 7th OF MAY 1925.

--oOo--

THE FINDING ARRIVED BY THE COMMITTEE.

--oOo--

We are of the opinion that the accident was caused by the excessive speed of the train combined with the sudden application of the Engine Brakes while negotiating the curve.

From the evidence of the Guard it is clear that the train was travelling at a very high speed down the grade.

This is further borne out by the fact that eight loaded vehicles and a brake van with the brakes of the brakevan fully on, travelled ~~by~~ a distance of about 300 feet from the place where the engine capsized, up a grade of 1 in 60 and 1 in 43.

(Sd) R. N. Mirza,

(Sd) S. K. Rajagopala Iyer,

(Sd) K. Gopaliengar.

7th May 1925.

"Copy"

Sd. H. Rangachar.

Superintendent,

Iron Works Tramways Open Lines.

Capsizing of Engine No. 6 of Fuel train No. 90 on 2nd May 1925.

---oOo---

Report of Mr. S. Seshachar, Sub Assistant Surgeon (L.F. Dispensary, Narasimharajapura) who accompanied the Driver and the Fireman to Bhadravati.

The Driver was quite conscious though stunned and in a state of shock, when I saw him first, and the injuries noted below might have been caused by his being thrown out violently from the engine.

The injuries on him were:-

(1) The upper part of the right thigh bone was broken and the broken ends were protruding through a wound on the inner part of the thigh (i.e. a compound fracture of the right femur),

(2) A lacerated wound of the lower half of the right leg on its front, inner and outer aspects, the two bones of the leg were broken and the tissues badly lacerated (i.e. a compound fracture of the right tibia and fibula) and

(3) A lacerated wound of the left foot in the region of the ankle cutting the foot through and through from the internal side for about three-fourths of the breadth.

The injuries on the Fireman were:-

(1) A lacerated wound on theleft forearm roughly about an inch and a half long with laceration and protrusion through it of some muscle and

(2) A lacerated wound on the scalp (left side) about an inch or inch and a half long and scalp deep.

This man too was stunned and complaining of pain in the loins and sides.

(Sd) S. Seshachar,
Sub Assistant Surgeon,
Narasimharajapura.

EVIDENCE OF THE FUEL TRAIN GUARD Mr. B. VENKAPPA.

Seventh of May 1925.

----oOo----

B. Venkappa, Guard. . .

Age, . Thirty nine years.

Three months with the Iron Works.

I work with the fuel trains. Pay Rs. 25/-. I was the Guard of the fuel train No. 90 which went to load at mile 25 Railway on T.N. Tramway on the 2nd May evening. At 17-5 hours, we left the place after loading. My brakes were on from the very starting place and the train was running steady for the first two curves. About the third curve the train was going in speed. The Driver asked me to release my brakes by whistling. I did not release the brakes, because seeing the speed I was a little bit afraid. I had woddar coolies on my brake van, which was an open timber truck brake. The train was running at the same speed. I was standing. I was looking towards west. It was going down in the grade at about 15 or 16 miles an hour. There was a shock and I was thrown off the brake van. I was slightly injured on th knee. The train went on. When I got up, I saw that the engine had capsized and the trucks had gone on. I first went to the Driver and Fireman. I removed the fireman first with the help of coolies and put him on the timber truck brakevan. I saw that the Driver was seriously hurt on the legs and ~~at-right~~ I tried to li him up but he would not allow me to touch him. The Narasimharaja pura Doctor who happened to be passing came along then and he helped to attend to the Driver. Then I came to Agasanhadly and gave a message. I do not quite know the cause of the accident but I agree to high speed. There were 8 loads. I do not quite know the load of each truck, it might be about 6 or 7 tons each On that day all the coolies were going to Bhadravati for the shandy day on the 3rd May. Generally we leave this locality o Saturday evening with all the coolies so that they can have

shandy

shandy day in Bhadravati. The accident took place at about 17-15 hours. I know this because when I came to lift up the Driver, I saw his watch lying outside and it was registering 17-15 hrs then. The driver was conscious.

(Sd) B. Venkappa,

7th May 25.

G. R. S. 27]

GENERAL AND REVENUE SECRETARIAT.

(*Continuation sheet draft form.*)

Order . . 17.
No. 54-21-

To

The Secretary for Rys.

Dear Sir,

I am desired to request you to be so good as to furnish information as to whether the Iron works tramways are subject to the Mysore Railway Regulation and if so a copy of the order or notification in respect of the same may kindly be sent for the information of Govt.

The matter may kindly be treated as urgent.

Yours Sincerely,

21. 7. 17

8/7/17

20/7

GPB—20,000—7-7-14

D.O. No. 16

Railway Secretariat,

Mysore, 23rd July 1925.

GEN. & REV. SECRETARIAT
JUL 1925
INDUSTRIES & COMMERCE BRANCH

Dear Sir,

In reply to your D.O. letter No.I.C.4-36/I.W. dated 21st July 1925, I am desired to inform you that the Iron Works Tramways are not subject to the Mysore Railway Regulation.

Yours sincerely,

Cadambi

Ref
WO
24/7/25

V. Vedavyasacharya, Esq., B.A.,
Assistant Secretary to Government,
Revenue Department, Bangalore.

Immediate

4

No 37
24/9/25

Railway Secretariat,
Mysore, 24th September 1925.

Dear Mr. Gundappa,

I understand that all the proof copies of the Rules for reporting and investigating Accidents on Mysore Railways have been sent to you by the Traffic Manager's office. I shall feel highly obliged if you will kindly send immediately a copy of the final proof as the same is required for being sent to the Government Director & Secretary, Board of Management, The Mysore Iron Works.

Yours sincerely,

O/C
alew
24/9
GS
24/9

OFFICE OF THE ASST. TRAFFIC SUPDT.
BANGALORE DISTRICT.

O. TA 39/24. Bangalore, dated 26th Sept. 1925.

D.O. 38
28.9.25

Dear Mr. Ranganathan,

Your D.O. 37 of 24th instant.

I only got out one completely corrected copy of the proof and sent it to the press and have none spare with me. Copies would have been printed and I shall try and get you a copy from the Press when I go to Mysore.

Yours sincerely,

To

G.N. Ranganathan Esqr.,
Assistant Agent,
Mysore Railways,
Mysore.

If asked, the copy of the Rules in the Mysore Railway will be sent with a request to return it
28/9

RAILWAY SECRETARIAT

File No.

DRAFT

Copied by 23/9

Compared by 23/9

Signed by

REMINDERS ISSUED.

1st Reminder

2nd ,,

3rd ,,

4th ,,

5th ,,

Return Requested.

SUBJECT:- Accident to Firewood Train No.90 Down at mile 24 on the Tarikere-Narasimharajapura Tramway on 2nd May 1925.

No. 635 / 29.9.1925 Encl. One Rules containing 25 sheets, to be returned.

To

The Government Director and Secretary,
Board of Management, The Mysore Iron Works,
Bhadravathi.

Sir,

With reference to your letter No.D/25 dated 13th May 1925 forwarding a copy of letter No.L.14 (b)/23 dated 10th May 1925 from the Superintendent, Iron Works Tramways reporting the details of the above accident, I am directed to inform you that Government desire that, under Sec. 127 of the Mysore Railway Regulation, the Rules for reporting and investigating accidents on Railways should be made applicable to the Tramways under the Board's Administration. I am therefore to forward herewith, a copy of the Rules and to request you will be so good as to intimate which of the rules should be deleted and which of them may be made applicable to the Iron Works Tramways.

I have, etc.,

23/9

Secretary for Railways,
Government of Mysore.

21/9 24/9 24/9

THE MYSORE IRON WORKS

Telegraphic Address:
"MYSIRON," BHADRAVATI
(MYSORE RYS.)
Codes:
BENTLEYS
Western Union Five Letter
A.B.C. 6th Edition

Bhadravati P.O.
(Shimoga Dist.) India

Ref. No. D822

30th September 1925.

The Secretary for Railways,
Government of Mysore, Mysore.

Dear Sir,

I write to acknowledge receipt of your letter No.635 dated 29th September forwarding a copy of the rules for reporting and investigating accidents on Railways. The matter will receive early attention.

Yours faithfully,

C Ranganatha Rao Saheb

Government Director & Secretary,
Board of Management.

For the consideration, when the Govt. Director may be awaited.

3.10.25

R. 6/11/25 Vide no. 884
6/11/25
R. 23/12/25 Vide no. 1124
R. 21/1/26 Vide T.O. no. 1273

THE MYSORE IRON WORKS

Telegraphic Address :
"MYSIRON" BHADRAVATI
(MYSORE RYS.)
Codes :
BENTLEYS
Western Union Five Letter
A. B. C. 6th Edition

18/02

Bhadravati P. O.
(Shimoga Dist.) India

Ref. No. B 1/4

RAILWAY SECRETARIAT
RECEIVED.
28 JAN 1926
Diary No. 1239
GOVERNMENT OF MYSORE

26th January 1926.

The Secretary for Railways,
Government of Mysore, Bangalore.

Dear Sir,

With reference to your letter No.1124 dated 23rd Decr. 1925 and subsequent reminder No.R.S.1273 dated 21st instant, I am directed to state that the rules are being examined and a reply will be sent about the 15th of the next month.

The delay in replying is regretted.

Yours faithfully,

Secretary.
Board of Management.

Sub
The rules will be avoided
28/1

Yes 28/1/26

R. No 14699 25/2/26
R. No. 17621 15/4/26
R. No. 1969 18/5/26
R. No. 523 21/9/26
R. no: 8359 12/11/26
R. no: 12299 20/1/1927

Ry. 1]

RAILWAY SECRETARIAT

File No.

DRAFT

Copied by 18/2

Compared by

Signed by G. A. R. Cont

REMINDERS ISSUED.

1st Reminder 1689 26/4/27

2nd ,, 22470

3rd ,, 7298/1

4th ,, 15562 30.3.28

th ,, 1964 30.3.28

SUBJECT :- ~~Accident to Firewood Train No.90 Down at Mile 24 on the T.N.Ty., on 2nd May 1925~~

Remission of accident matter

No. R.S. 1394 Encl.

8/18/2/(92)

To

The Govt. Director & Secretary,

Board of Management, Mysore Iron Works,

Bhadravathi.

Sir,

I have the honour to invite your special referen to your letter No.B/14, dated the 26th January 1926 on the above subject and to request the favour of expedit the reply called for in this office letter No.R.S.635, dated the 29th September 1925.

I have, etc.,

18/2/27

for Secretary for Railways,
Government of Mysore.

18/2

10

Railway Secretariat

R. mins vide no 1556 dt/30.Jany.28

Mysore 26/1/1928

To

The Govt: Director & Secretary
Board of Management,
Mysore Iron Works,
Bhadravati

Revision of accident rules

Sir,

I have the honour to invite your special attention to this office letter No: R.S 1394 dt 18/2/1927 & subsequent reminders thereon, and to request the favour of an early reply thereto.

I have etc,

26.1.28

For Secretary for Rys.
Govt. of Mysore

26/1

THE MYSORE IRON WORKS

Telegraphic Address:
"MYSIRON," BHADRAVATI
(MYSORE RYS.)
Codes:
BENTLEYS
Western Union Five Letter
A.B.C. 6th Edition

Bhadravati (India)

Ref. No. B.66/28 7th January 1928.

The Ag. Secretary to the Government of Mysore for Railways,
Mysore.

Government of Mysore.
- 7 FEB. 1928
D. No. 1065

Dear Sir,

With reference to your letter No.1556/F.L. dated 30th January 1928, I request you to kindly send me a copy of your letter No.R.S.1394, dated 18th December 1927.

Yours faithfully,

SECRETARY
BOARD OF MANAGEMENT.

Ry. 2.]

RAILWAY SECRETARIAT, 12

Mysore, dated 13th February 1928.

No. R.S. 1665 /Fl. R.O.K

From Secretary to Govt

The Secretary to the Government of Mysore for Railways,

Mysore.

To

The Secretary,
Board of Management, Bhadravathi.

Revision of Accident Rules.

Sir,

As desired in your letter No.B.66/28, dated 6th January 1928, I have the honour to forward herewith for information a copy of letter No.R.S.1394 dated 18th February 1927 (not 18th December 1927). This is only a reminder to this office letter No.R.S.635, dated 20th September 1925 - copy enclosed for ready reference.

I have the honour to be,
Sir,
Your most obedient servant,

O/C

for Secretary for Railways,
Government of Mysore.

VRB.

9.2.28

Mysore
D/

The Government Director
and Secretary,
Board of Management,
Mysore Iron Works,
Bhadravati.

Revision of accident rules

Sir,

I have the honour to invite your ~~special attention~~ reference to this office letter No. R. S. 1394 - D/18. 2. 1927 and subsequent reminders thereon on the above subject and to request the favour of ~~an early~~ an immediate reply thereto, as the matter has been pending since 1926.

I have etc

For Secy for Revs.
Govt of Mysore

Sale
47.

R. issued on 12/7/28
Vide No. R. S. 65.

THE MYSORE IRON WORKS

Telegraphic Address:
"MYSIRON," BHADRAVATI
(MYSORE RYS.)
Codes:
BENTLEYS
Western Union Five Letter
A.B.C. 6th Edition

Bhadravati (India)

Ref. No. B.782/28. 2nd August 1928.

The Secretary to the Government of Mysore
for Railways,
Mysore.

Government of Mysore.
4. AUG. 1928
D. No.....

228

Dear Sir,

Revision of accident rules for the Mysore Iron Works Tramways.

With reference to correspondence ending with your letter No.R.S.1665/18. O.L. dated 13th February 1928, I beg to send herewith a copy of the rules for reporting and investigating accidents. These rules are framed on the lines of those approved by Government under the Mysore Tramways Regulation for the Workington Company's Tramways in Shimoga.

Q 1

The rules were considered by the Board of Management at the meeting held on the 20th April 1928 and were approved and recommended by them for adoption. I enclose for information an extract of the Board's resolution in the matter.

A 1

Yours faithfully,

SECRETARY
BOARD OF MANAGEMENT.

THE MYSORE IRON WORKS
BHADRAVATI

Mysore Iron Works Tramways Rules for Reporting and Investigating Accidents to Government.

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1. *When any of the undermentioned accidents occur in course of the working of the Tramways, the General Manager shall send telegraphic advice of the same to the following officers:-*

Class or accident.	*Officers to be reported.*
Death by accident of or grievous injury to one or more persons, whether employees of the Works, tresspassers or others.	*i) Private Secretary to the Dewan.* *ii) Secretary for Railways in Mysore.* *iii) District Magistrate of the District in which the accident occurs.* *iv) Superintendent of Police.*

N.B. The following kinds of hurts are designated as grievous injury:-

i) Emasculation.
ii) Permanent privation of sight of either eye.
iii) Permanent privation of the hearing of either ear
iv) Privation of any member or joint.
v) Destruction or permanent impairing of the powers of any member or joint.
vi) Permanent disfiguration of the head or face.
vii) Fracture or dislocation of a bone.
viii) Any hurt which endangers life which causes the sufferer to be, during the space of 20 days, the severe bodily pain or unable to follow his ordinary evocation.

2. *The advice mentioned above shall contain the following particulars, viz.,*

(a) Mileage or station or both at which the accident occured.

b) Time and date of accident.

c) Description of the train or trains.

d) Nature of the accident.

d) Number of people killed or injured as far as known.

e) Cause of accident as far as known.

3. The telegraphic advice should be followed with a preliminary report of the accident, stating fully further particulars available, such as details of injury caused to person or persons, the nature and extent of damage and the cause of the accident and the nature of the further enquiries contemplated.

4. A full enquiry into the accident should be held, immediately after the occurrence, by an officer or officers of the Tramways and a detailed report together with their conclusions and recommendations to prevent similar accidents, in future should be forwarded to the Secretary for Railways after the approval by the Board of Management.

Secretary
Board of Management.

THE MYSORE IRON WORKS
BHADRAVATI

Extract from the Resolution of the Proceedings of the 40th meeting of the Board of Management held at Bangalore on the 20th April 1928.

" 10. *Rules for reporting to Government accidents on the Iron Works Tramways:-*

"The Secretary to Government for Railways suggested that rules be framed on the lines of those obtaining on the Mysore Railways for reporting accidents on the Iron Works Tramways for investigation by Government. As these rules were very elaborate and most of them applicable only to trains run on passenger service, simple rules were framed on the lines of those approved by Government under the Mysore Tramways Regulation for the Workington Company's Tramways in Shimoga. The draft rules were considered and recommended for adoption by the Works Council in the meeting held on 7-12-1927.

Resolved that the draft rules be approved and submitted to Government."

Secretary
Board of Management

MYSORE RAILWAYS

Notification.

No: R.S. 1430 dt 15/1/29 Railways

The Government of His Highness the Maharaja of Mysore are pleased to appoint, under the Mysore Tramways Regulation II of 1906, the Agent, Mysore Railways for the time being as the Inspector for all Tramways constructed and worked by the State as well as the Local bodies within the State under the said Regulation instead of for Tramways constructed and worked by Local bodies within the State as ordered in para 2 of Government Order No.R.S.2252-2282 Ry.F.2526.16-17 dated 26th January 1917.

2. Rules for reporting Tramway accidents notified under Railway Notification No.125-26 dated 8th July 1926 will hereafter apply to accidents occurring on the Tramways administered by the State as well as Local bodies within the State.

B. O.

Secretary for Railways,
Government of Mysore.

No: R.S. 1431 dt 15/1/29

To

The Compiler, Mysore Gazette for publication in the Gazette.
The Secretary to Govt., Financial Department.
The Chief Secretary to Government.
The Agent, Mysore Railways.
The Auditor, Mysore Railways.
The Heads of Departments.
The Deputy Commissioner of Districts.
The Superintendent, Workington Iron & Steel Co.,
The Secretary Board of Management, Mysore Iron Works.
Press Table.

No: R.S. 1476-98 dt 19/1/29

RAILWAYS.

No. 125-126, dated 8th July 1916.

In exercise of the powers conferred by Section 24 (*h*) of the Mysore Tramways Regulation, II of 1906, the Government of His Highness the Maharaja of Mysore are pleased to prescribe the following rules for reporting accidents occurring on the Tramways administered by them :—

Rules for Reporting Tramway Accidents.

1. When any of the following accidents occurs in the course of working a tramway, namely.—

(*a*) any accident attended with loss of human life, or with grevious hurt as defined in the Indian Penal Code or with serious injury to property ;

(*b*) any collision between trains of which one is a train carrying passengers ;

(*c*) the derailment of any train carrying passengers, or of any part of such train ;

(*d*) any accident of a description usually attended with loss of human life or with such grievous hurt as aforesaid or with serious injury to property ;

(*e*) any accident of any other description which the Government of His Highness the Maharaja may notify in this behalf in the Official Gazette ;

the tramway administration working the tramway and, if the accident happens to a train belonging to any other tramway administration also shall, without unnecessary delay, send notice of the accident by telegraph to the Government of His Highness the Maharaja in the General and Revenue Departments and to the Inspector appointed for the tramway ; and the administration aforesaid shall also, without unnecessary delay, give notice of the accident to the Magistrate of the District in which the accident occurred, and in the case of an accident falling under clause (*a*) to the officer in charge of the police station within the local limits of which it occurred, or to such other Magistrate and Police Officer as the Government of His Highness the Maharaja may appoint in this behalf.

By Order,

K. Krishnaiengar,
Secretary for Railways,
Government of Mysore.